

Chris Binns
Chief Engineer
Crossrail Limited
5 Endeavour Square
London
E20 1JN

Case Ref
PRM-IOP-0462

IN Number
UK/60/2022/0010

19th October 2022
Contact: Matthew Gillen

Dear Chris

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED BOND STREET STATION

I refer to your application for authorisation, initially received on 15 September 2022. Following review of your application, I can confirm that ORR grants authorisation under regulation 4(1)(a) of the Railways (Interoperability) Regulations 2011, as amended.

This authorisation is for the placing in service of Bond Street Station, a tunnelled station providing platforms for the Elizabeth Line and interconnecting with the existing London Underground stations. The station will be operated by London Underground and is therefore excluded from Interoperability requirements, except for the running tunnels and some supporting systems.

Bond Street Station was previously authorised on 28 April 2022 (IN Number UK/60/2022/0007), in limited operational service for 'Staged Completion 2', to support the operation and maintenance of routeway systems at the commencement of revenue services on the rest of the Elizabeth Line. This authorisation supports introduction of the station into full revenue services and closes the conditional requirements put on Bond Street Station at the previous stage.

This authorisation is for placing into service under the Safety in Railway Tunnels (SRT) requirements associated with the station. The Infrastructure (INF) elements relating to the platform have been captured as part of the overall routeway assessment, which has already been authorised and is in operation.

Crossrail, under Regulation 14 of RIR, was granted advanced stage exemptions against the latest NTSN requirements by the Department for Transport on 10th March 2021. The project has adopted requirements from the 2014 TSIs, as well as retaining some elements from the 2012 TSIs, where design was already in an advanced stage.

This authorisation is defined by the following limits:

Platform screen doors – platform side (See Figure 1)

Eastbound 3707.731 –3957.233m

Westbound 3708.013 –3964.152m

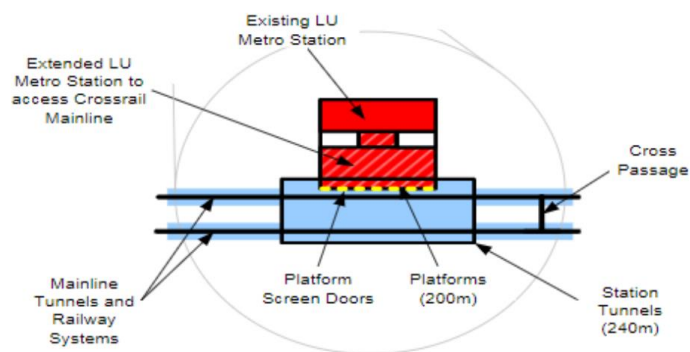


Figure 1: Boundary between interoperable mainline and non-interoperable Metro for London Underground managed stations (from Project Technical File)

The scope of assessment has been defined on the UK Declaration of Verification (Reference CRL1-XRL-O7-LRC-CR001-50159, version 02, dated 13/09/2022) and supported by the technical file assessment report (Reference X2228-LLO-O-RGN-CR001-50139, version 2.1, dated 13/09/2022). There are no restrictions or limitations of use placed on the structural subsystem.

The Bond Street Station Safety Assessment Report (Reference X2228-LLO-O-RGN-CR001-50164, issue 2.0, dated 06/09/2022) undertaken by the Assessment Body conditionally supports Authorisation for Placing into Service for this stage, subject to the closure of 6 identified Assumptions, Dependencies and Caveats, and closure or mitigation by the project of the 16 remaining open dependencies, identified in the Bond Street Station Safety Justification Report (Reference CRL1-XRL-O8-RGN-CR001-50304, rev. 2.0, dated 18/08/2022).

A Letter of Closure (Reference X2228-LLO-O-COL-CR001-50374, dated 17/10/2022) from the AsBo has been provided, which confirms further closure of all identified Assumptions, Dependencies and Caveats. It states that the AsBo is supportive of the project's claims in respect of safety and compliance for authorisation of Bond Street Station at Stage 3R, in readiness for Stage 5.

These items are captured on the Declaration of Control of Risk (Reference CRL1-XRL-O7-LRC-CR001-50160, issue 3.0, dated 17/10/2022), with reference to the associated Letter of Closure for acceptance. It states that there are no other outstanding issues or observations and that all foreseeable identified hazards and associated risks are controlled so far as is reasonably practicable.

The infrastructure subsystem(s) authorised by this letter must be operated and maintained in accordance with Regulation 20.

You should be aware that any future modifications to the authorised subsystem may constitute a 'renewal' or an 'upgrade' as defined in Regulation 2. If a project entity, in relation to the project, considers that the modification meets either of these definitions they may apply, in accordance with the provisions of Regulation 13, to the Department for Transport (DfT) for a decision on whether a new authorisation will be required. Should DfT decide that an authorisation is not required they must consult with ORR whether authorisation is required on safety grounds.

As the project entity you are responsible for retaining the technical file, keeping it up to date and making it available to the ORR in accordance with Regulations 18 and 19. The project entity shall retain responsibility for the technical file until the final station configuration is authorised. Once complete, the project shall in accordance with Regulation 19(3), transfer the technical file, certificate of verification and verification declaration to the owner of the subsystem within 60 days and the owner shall then be regarded as the project entity. If the owner, in accordance with Regulation 19(4), disposes of their interest in the authorised subsystem, they shall within 60 days of the disposal transfer the technical file, certificate of verification and verification declaration to the person acquiring that interest and that person shall be regarded as the project entity.

Please note that the person who applied for the authorisation shall send particulars to the owner of the infrastructure to enable the owner of the infrastructure to enter the items on the Register of Infrastructure in accordance with Table 1 of Commission Implementing Regulation (EU) 2019/777. This will include such further information as the registration entity may reasonably require set out in the relevant standard.

If you are the operator, may I remind you of the need to have adequate arrangements within your Safety Management System to control the risks associated with this infrastructure subsystem(s).

This decision letter will be published on ORR's website.

Yours sincerely



Steve Fletcher
Deputy Director, Engineering & Asset Management
Cc

James Le Grice	Head of Interoperability, Safety and Standards DfT
Michael Ainsworth	Approved Body Lead for Crossrail, Ricardo Certification
Hayat Zerkani	Head of System Safety and Interoperability
Ian Prosser	HM Chief Inspector of Railways, ORR
Giles Turner	Head of Interoperability and Rail Vehicle Engineering
Dermot Kelly	Head of Civil Engineering, ORR
Catherine Hui	HM Principal Inspector of Railways, ORR
ORR Interoperability	interoperability@orr.gov.uk